

What Is Claimed Is:

1. A method for setting a desired longitudinal deceleration ( $a_{\text{setpoint}}$ ) or longitudinal acceleration ( $a_{\text{setpoint}}$ ) in a vehicle, in which
  - at vehicle longitudinal speeds above a limiting value ( $v_0$ ), a first mode is used and
  - at vehicle longitudinal speeds below the limiting value ( $v_0$ ), a second mode is used.
2. The method as recited in Claim 1, wherein in the first mode
  - the actual longitudinal deceleration ( $a_{\text{actual}}$ ) or the actual longitudinal acceleration ( $a_{\text{actual}}$ ) is established on the basis of the wheel speed of at least one wheel and
  - the actual longitudinal deceleration ( $a_{\text{actual}}$ ) or the actual longitudinal acceleration ( $a_{\text{actual}}$ ) is varied until it corresponds to the desired longitudinal deceleration ( $a_{\text{setpoint}}$ ) or the desired longitudinal acceleration ( $a_{\text{setpoint}}$ ), respectively.
3. The method as recited in Claim 1, wherein in the second mode, to set the desired longitudinal deceleration ( $a_{\text{setpoint}}$ ),
  - a setpoint brake pressure ( $p_{\text{setpoint}}$ ) is established for at least one wheel brake cylinder and
  - the desired longitudinal deceleration ( $a_{\text{setpoint}}$ ) is set on the basis of this established setpoint brake pressure.
4. The method as recited in Claim 3, wherein
  - an actual brake pressure ( $p_{\text{actual}}$ ) of the at least one wheel brake cylinder is established and
  - the actual brake pressure ( $p_{\text{actual}}$ ) is varied until it corresponds to the setpoint brake pressure ( $p_{\text{setpoint}}$ ).
5. The method as recited in Claim 4, wherein
  - the setpoint brake pressure is established from information and

— at least one part of the information is established in an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ).

6. The method as recited in Claim 5,  
wherein

— during operating states of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ), the present longitudinal deceleration ( $a_{\text{actual}}$ ) and present brake pressure ( $p_{\text{actual}}$ ) are detected at least at one point in time and

— in the present operating state the setpoint brake pressure ( $p_{\text{setpoint}}$ ) is established on the basis of this detected data and the desired longitudinal deceleration ( $a_{\text{setpoint}}$ ).

7. The method as recited in Claim 6,  
wherein the operating states of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ) and in which the present longitudinal deceleration ( $a_{\text{setpoint}}$ ) and present brake pressure ( $p_{\text{setpoint}}$ ) are detected are distinguished in that the road surface has no significant inclination in the direction of travel.

8. The method as recited in Claim 1,  
wherein in the second mode, to set the desired longitudinal acceleration ( $a_{\text{setpoint}}$ ),  
— a setpoint engine torque ( $M_{\text{setpoint}}$ ) is established and  
— the desired longitudinal acceleration ( $a_{\text{setpoint}}$ ) is set on the basis of this established setpoint engine torque.

9. The method as recited in Claim 8,  
wherein  
— an actual engine torque ( $M_{\text{actual}}$ ) is established and  
— the actual engine torque ( $M_{\text{actual}}$ ) is varied until it corresponds to the setpoint engine torque ( $M_{\text{setpoint}}$ ).

10. The method as recited in Claim 9,  
wherein  
— the setpoint engine torque ( $M_{\text{setpoint}}$ ) is established from information and

— at least one part of the information is established in an operating state of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ).

11. The method as recited in Claim 10,  
wherein

— during operating states of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ), the present longitudinal acceleration ( $a_{\text{actual}}$ ) and present engine torque ( $M_{\text{actual}}$ ) are detected at least at one point in time and

— in the present operating state the setpoint engine torque ( $M_{\text{setpoint}}$ ) is established on the basis of this detected data and the desired longitudinal acceleration ( $a_{\text{setpoint}}$ ).

12. The method as recited in Claim 11,  
wherein the operating states of the vehicle in which the vehicle longitudinal speed is greater than the limiting value ( $v_0$ ) and in which the present longitudinal acceleration ( $a_{\text{setpoint}}$ ) and present engine torque ( $M_{\text{setpoint}}$ ) are detected are distinguished in that the road surface has no significant inclination in the direction of travel.

13. A device for setting a desired longitudinal deceleration ( $a_{\text{setpoint}}$ ) or longitudinal acceleration ( $a_{\text{setpoint}}$ ) in a vehicle, in which

— there are first means for performing a first method at vehicle longitudinal speeds above a limiting value ( $v_0$ ) and

— there are second means for performing a second method at vehicle longitudinal speeds below the limiting value ( $v_0$ ).